

AGENDA

Commuter Rail Committee Meeting

May 21, 2009

12:00 p.m.

Location

SANBAG Office
Super Chief Conference Room
1170 West 3rd St., 2nd Fl.
San Bernardino, CA

Commuter Rail Committee Membership

Chair

Mayor Pro Tem Patricia Gilbreath
City of Redlands

Mayor John Pomierski
City of Upland

Vice Chair

Mayor Paul Eaton
City of Montclair

Council Member Bea Cortes
City of Grand Terrace

Mayor Kelly Chastain
City of Colton

Council Member Larry McCallon
City of Highland

Mayor Patrick Morris
City of San Bernardino

Council Member Diane Williams
City of Rancho Cucamonga

Supervisor Neil Derry
County of San Bernardino

San Bernardino Associated Governments (SANBAG) is a council of governments formed in 1973 by joint powers agreement of the cities and the County of San Bernardino. SANBAG is governed by a Board of Directors consisting of a mayor or designated council member from each of the twenty-four cities in San Bernardino County and the five members of the San Bernardino County Board of Supervisors.

In addition to SANBAG, the composition of the SANBAG Board of Directors also serves as the governing board for several separate legal entities listed below:

***The San Bernardino County Transportation Commission**, which is responsible for short and long range transportation planning within San Bernardino County, including coordination and approval of all public mass transit service, approval of all capital development projects for public transit and highway projects, and determination of staging and scheduling of construction relative to all transportation improvement projects in the Transportation Improvement Program.*

***The San Bernardino County Transportation Authority**, which is responsible for administration of the voter-approved half-cent transportation transactions and use tax levied in the County of San Bernardino.*

***The Service Authority for Freeway Emergencies**, which is responsible for the administration and operation of a motorist aid system of call boxes on State freeways and highways within San Bernardino County.*

***The Congestion Management Agency**, which analyzes the performance level of the regional transportation system in a manner which ensures consideration of the impacts from new development and promotes air quality through implementation of strategies in the adopted air quality plans.*

*As a **Subregional Planning Agency**, SANBAG represents the San Bernardino County subregion and assists the Southern California Association of Governments in carrying out its functions as the metropolitan planning organization. SANBAG performs studies and develops consensus relative to regional growth forecasts, regional transportation plans, and mobile source components of the air quality plans.*

Items which appear on the monthly Board of Directors agenda are subjects of one or more of the listed legal authorities. For ease of understanding and timeliness, the agenda items for all of these entities are consolidated on one agenda. Documents contained in the agenda package are clearly marked with the appropriate legal entity.

**San Bernardino Associated Governments
County Transportation Commission
County Transportation Authority
Service Authority for Freeway Emergencies
County Congestion Management Agency**

Commuter Rail Committee Meeting

May 21, 2009

12:00 p.m.

Location: SANBAG Office, 1170 West 3rd St., 2nd Fl., San Bernardino

R.S.V.P. by Monday, May 18th to Daylene at (909) 884-8276

CALL TO ORDER

(Meeting Chaired by Mayor Pro Tem Patricia Gilbreath)

- I. Attendance
- II. Announcements
- III. Agenda Notices/Modifications - Daylene Burris

Notes/Actions

1. Possible Conflict of Interest Issues for the Commuter Rail Committee Meeting of May 21, 2009 Pg. 6

Note agenda item contractors, subcontractors and agents, which may require member abstentions due to conflict of interest and financial interests. Committee Member abstentions shall be stated under this item for recordation on the appropriate item.

Consent Calendar

2. Commuter Rail Committee Attendance Roster Pg. 7

A quorum shall consist of a majority of the membership of each Policy Committee, except that all County Representatives shall be counted as one for the purpose of establishing a quorum.

Discussion Items

3. **Financial Commitment to the Southern California Regional Rail Authority (SCRRA) based upon the SCRRA Preliminary Budget for Fiscal Year 2009/2010** Pg. 9

1. Approve the Fiscal Year 2009/2010 operating assistance financial contribution to the SCRRA in the amount of \$9,354,000 of which \$2,000,000 will be provided from Measure I Valley Rail and \$7,354,000 will be provided from Valley Local Transportation Funds (LTF) apportionment as identified in the Financial Impact Section.

2. Approve the Fiscal Year 2009/2010 capital assistance financial contribution to the SCRRA in the amount of \$12,109,500 of which \$10,318,462 will be provided from Federal Transit Administrative (FTA) Section 5307 Fixed Guideway funds, \$1,207,600 from Measure I Valley Rail funds and \$583,438 from FTA Section 5309 Rail Modernization funds as identified in the Financial Impact Section. **Victoria Baker**

4. **Extension of Metrolink Service to the San Bernardino Transit Station at "E" Street** Pg. 15

Select the double track extension of Metrolink service to the San Bernardino Transit Station at "E" Street as the preferred alternative. **Mike Bair**

Public Comments

5. **Additional Items from Committee Members**

6. **Brief Comments by the General Public**

Additional Information

Acronym List

Pg. 34

ADJOURNMENT

Complete packages of the SANBAG agenda are available for public review at the SANBAG offices and our website: www.sanbag.ca.gov. Staff reports for items may be made available upon request. For additional information call (909) 884-8276.

Meeting Procedures and Rules of Conduct

Meeting Procedures

The Ralph M. Brown Act is the state law which guarantees the public's right to attend and participate in meetings of local legislative bodies. These rules have been adopted by the Board of Directors in accordance with the Brown Act, Government Code 54950 et seq., and shall apply at all meetings of the Board of Directors and Policy Committees.

Accessibility

The SANBAG meeting facility is accessible to persons with disabilities. If assistive listening devices or other auxiliary aids or services are needed in order to participate in the public meeting, requests should be made through the Clerk of the Board at least three (3) business days prior to the Board meeting. The Clerk's telephone number is (909) 884-8276 and office is located at 1170 W. 3rd Street, 2nd Floor, San Bernardino, CA.

Agendas – All agendas are posted at 1170 W. 3rd Street, 2nd Floor, San Bernardino at least 72 hours in advance of the meeting. Staff reports related to agenda items may be reviewed at the SANBAG offices located at 1170 W. 3rd Street, 2nd Floor, San Bernardino and our website: www.sanbag.ca.gov.

Agenda Actions – Items listed on both the "Consent Calendar" and "Items for Discussion" contain suggested actions. The Board of Directors will generally consider items in the order listed on the agenda. However, items may be considered in any order. New agenda items can be added and action taken by two-thirds vote of the Board of Directors.

Closed Session Agenda Items – Consideration of closed session items *excludes* members of the public. These items include issues related to personnel, pending litigation, labor negotiations and real estate negotiations. Prior to each closed session, the Chair will announce the subject matter of the closed session. If action is taken in closed session, the Chair may report the action to the public at the conclusion of the closed session.

Public Testimony on an Item – Members of the public are afforded an opportunity to speak on any listed item. Individuals wishing to address the Board of Directors or Policy Committee Members should complete a "Request to Speak" form, provided at the rear of the meeting room, and present it to the Clerk prior to the Board's consideration of the item. A "Request to Speak" form must be completed for *each* item an individual wishes to speak on. When recognized by the Chair, speakers should be prepared to step forward and announce their name and address for the record. In the interest of facilitating the business of the Board, speakers are limited to three (3) minutes on each item. Additionally, a twelve (12) minute limitation is established for the total amount of time any one individual may address the Board at any one meeting. The Chair or a majority of the Board may establish a different time limit as appropriate, and parties to agenda items shall not be subject to the time limitations.

The Consent Calendar is considered a single item, thus the three (3) minute rule applies. Consent Calendar items can be pulled at Board member request and will be brought up individually at the specified time in the agenda allowing further public comment on those items.

Agenda Times – The Board is concerned that discussion take place in a timely and efficient manner. Agendas may be prepared with estimated times for categorical areas and certain topics to be discussed. These times may vary according to the length of presentation and amount of resulting discussion on agenda items.

Public Comment – At the end of the agenda, an opportunity is also provided for members of the public to speak on any subject within the Board's authority. *Matters raised under "Public Comment" may not be acted upon at that meeting. "Public Testimony on any Item" still apply.*

Disruptive Conduct – If any meeting of the Board is willfully disrupted by a person or by a group of persons so as to render the orderly conduct of the meeting impossible, the Chair may recess the meeting or order the person, group or groups of person willfully disrupting the meeting to leave the meeting or to be removed from the meeting. Disruptive conduct includes addressing the Board without first being recognized, not addressing the subject before the Board, repetitiously addressing the same subject, failing to relinquish the podium when requested to do so, or otherwise preventing the Board from conducting its meeting in an orderly manner. *Please be aware that a NO SMOKING policy has been established for meetings. Your cooperation is appreciated!*

**SANBAG General Practices for Conducting Meetings
of
Board of Directors and Policy Committees**

Basic Agenda Item Discussion.

- The Chair announces the agenda item number and states the subject.
- The Chair calls upon the appropriate staff member or Board Member to report on the item.
- The Chair asks members of the Board/Committee if they have any questions or comments on the item. General discussion ensues.
- The Chair calls for public comment based on “Request to Speak” forms which may be submitted.
- Following public comment, the Chair announces that public comment is closed and asks if there is any further discussion by members of the Board/Committee.
- The Chair calls for a motion from members of the Board/Committee.
- Upon a motion, the Chair announces the name of the member who makes the motion. Motions require a second by a member of the Board/Committee. Upon a second, the Chair announces the name of the Member who made the second, and the vote is taken.

The Vote as specified in the SANBAG Bylaws.

- Each member of the Board of Directors shall have one vote. In the absence of the official representative, the alternate shall be entitled to vote. (Board of Directors only.)
- Voting may be either by voice or roll call vote. A roll call vote shall be conducted upon the demand of five official representatives present, or at the discretion of the presiding officer.

Amendment or Substitute Motion.

- Occasionally a Board Member offers a substitute motion before the vote on a previous motion. In instances where there is a motion and a second, the maker of the original motion is asked if he would like to amend his motion to include the substitution or withdraw the motion on the floor. If the maker of the original motion does not want to amend or withdraw, the substitute motion is not addressed until after a vote on the first motion.
- Occasionally, a motion dies for lack of a second.

Call for the Question.

- At times, a member of the Board/Committee may “Call for the Question.”
- Upon a “Call for the Question,” the Chair may order that the debate stop or may allow for limited further comment to provide clarity on the proceedings.
- Alternatively and at the Chair’s discretion, the Chair may call for a vote of the Board/Committee to determine whether or not debate is stopped.
- The Chair re-states the motion before the Board/Committee and calls for the vote on the item.

The Chair.

- At all times, meetings are conducted in accordance with the Chair’s direction.
- These general practices provide guidelines for orderly conduct.
- From time-to-time circumstances require deviation from general practice.
- Deviation from general practice is at the discretion of the Board/Committee Chair.

Courtesy and Decorum.

- These general practices provide for business of the Board/Committee to be conducted efficiently, fairly and with full participation.
- It is the responsibility of the Chair and Members to maintain common courtesy and decorum.

Adopted By SANBAG Board of Directors January 2008

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 1

Date: May 21, 2009

Subject: Information Relative to Possible Conflict of Interest

Recommendation*: Note agenda items and contractors/subcontractors which may require member abstentions due to possible conflicts of interest.

Background: In accordance with California Government Code 84308, members of the Board may not participate in any action concerning a contract where they have received a campaign contribution of more than \$250 in the prior twelve months from an entity or individual. This agenda contains recommendations for action relative to the following contractors:

Item No.	Contract No.	Contractor/Agents	Subcontractors
N/A	N/A	N/A	N/A

Financial Impact: This item has no direct impact on the budget.

Reviewed By: This item is prepared monthly for review by the Board of Directors and Policy Committee members.

*Approved
Commuter Rail Committee*

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

COMMUTER RAIL POLICY COMMITTEE ATTENDANCE RECORD – 2008

Commuter Rail Policy Committee Meetings are held on odd months

Name	Jan**	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Patricia Gilbreath City of Redlands			X				X		X	X	X	X
Bea Cortes City of Grand Terrace (Appointed May 2007)			X						X	X	X	X
Kelly Chastain City of Colton (Appointed February 2007)					X		X		***	X		X
Paul Eaton City of Montclair			X		X		X		X	X	X	X
Paul Leon City of Ontario (Appointed April 2007)					X		X			X	X	X
Larry McCallon City of Highland (Appointed June 2007)			X		X		X		X	X	X	X
Patrick Morris City of San Bernardino (Appointed May 2006)			X		X		X		X	X	X	
Diane Williams City of Rancho Cucamonga			X		X		X		X	X	X	X

**Commuter Rail Committee Did Not Meet
 ***John Mitchell was present for the City of Colton

X = Member attended meeting.
 CRCAATT08

* = Alternate member attended meeting. Empty box = Member did not attend meeting

Crossed out box = Not a member at the time.

COMMUTER RAIL POLICY COMMITTEE ATTENDANCE RECORD – 2009

Commuter Rail Policy Committee Meetings are held on odd months

Name	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Patricia Gilbreath City of Redlands	X		X									
Bea Cortes City of Grand Terrace (Appointed May 2007)	X		X									
Kelly Chastain City of Colton (Appointed February 2007)	X		X									
Paul Eaton City of Montclair	X		X									
Neil Derry County of San Bernardino (Appointed March 2009)	X		X									
Larry McCallon City of Highland (Appointed June 2007)	X		X									
Patrick Morris City of San Bernardino (Appointed May 2006)	X		X									
John Pomierski City of Upland (Appointed March 2009)	X		X									
Diane Williams City of Rancho Cucamonga	X		X									

X = Member attended meeting. *Empty box = Member did not attend meeting. Crossed out box = Not a member at the time.

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 3

Date: May 21, 2009

Subject: Financial Commitment to the Southern California Regional Rail Authority (SCRRA) based upon the SCRRA Preliminary Budget for Fiscal Year 2009/2010

Recommendation:* 1. Approve the Fiscal Year 2009/2010 operating assistance financial contribution to the SCRRA in the amount of \$9,354,000 of which \$2,000,000 will be provided from Measure I Valley Rail and \$7,354,000 will be provided from Valley Local Transportation Funds (LTF) apportionment as identified in the Financial Impact Section.

2. Approve the Fiscal Year 2009/2010 capital assistance financial contribution to the SCRRA in the amount of \$12,109,500 of which \$10,318,462 will be provided from Federal Transit Administration (FTA) Section 5307 Fixed Guideway funds, \$1,207,600 from Measure I Valley Rail funds and \$583,438 from FTA Section 5309 Rail Modernization funds as identified in the Financial Impact Section.

Background: The Joint Powers Agreement forming the Southern California Regional Rail Authority (SCRRA) requires that a preliminary Budget be presented to the member agencies by May 1st of each year. On April 24th the SCRRA Board authorized the release of the FY 2009/2010 Preliminary Budget and requested the budget be return to the Board at its meeting of May 15th for further consideration. Each member agency must approve its financial contribution to the budget before

*

Approved
Commuter Rail Committee

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

the adoption of a Final Budget by the SCRRA Board no later than June 30th of each year.

The SCRRA Preliminary FY 2009/2010 Budget reflects a 3.0% system-wide average fare increase, a 15% Transit Transfer passenger co-pay. There have been no cuts to train service. Should the SCRRA Board revise the preliminary budget at their May 15th meeting, SANBAG staff will amend this agenda item to reflect those changes.

The proposed Preliminary Budget for Fiscal Year 2009/2010 totals \$256,949,400 in new funding request. This amount consists of \$169,224,700 for operations, \$46,727,600 for renovation and rehabilitation, and \$40,681,500 for new capital projects. The proposed operating budget is an increase of 2.9% over the amended FY 2008/2009 budget.

SANBAG's share of the train operations and services, maintenance-of-way, administration and services and insurance for next year is \$21,533,200. Revenues used to offset those expenses, including fare revenue and revenues received for dispatching, maintenance and other operations, will total \$12,179,200. SANBAG's contribution for the next fiscal year is \$9,354,000. The funding source will be Measure I Valley Rail and Valley LTF.

The proposed capital budget is comprised of renovation and rehabilitation projects and new capital projects. SANBAG's share budget of the renovation and rehabilitation is \$6,147,900 comprised of \$3,167,968 in FTA Section 5307 Fixed Guideway (FG), \$792,000 of Measure I Valley Rail and \$2,187,942 of American Recovery and Reinvestment Act (ARRA) FTA Section 5307 FG funds. SANBAG continues to fund two projects within the new capital project budget: sealed corridor work on the San Gabriel Subdivision and the annual contribution to the rolling stock replacement fund. These two projects will total \$815,600 of which \$400,000 will be made available from FTA Section 5307 FG and \$415,600 from Measure I Valley Rail. In addition funding for Keller Street Yard (\$836,000) and Positive Train Control (\$4,310,000) are included in the new capital and are funded by \$4,562,562 of ARRA FTA Section 5307 FG and \$583,438 of ARRA FTA Section 5309 Rail Modernization funds. SANBAG's total capital contribution is \$12,109,500.

The SANBAG Board approved the allocation of ARRA funds to the capital project listed above at their April 1, 2009 meeting.

Financial Impact: The total contribution to SCRRA for train operations in FY 2009/2010 is \$9,354,000 and is consistent with the proposed Task Budget 37710000 – Commuter Rail Operating Expense. The funding sources will be Measure I Valley Rail \$2,000,000 and Valley LTF \$7,354,000. The total contribution to SCRRA for capital projects is \$12,109,500, of which \$3,567,958 will be made available from FTA Section 5307 FG, \$1,207,600 from Measure I Valley Rail, \$6,750,504 from ARRA FTA Section 5307 FG and \$583,438 from ARRA FTA Section 5309 Rail Modernization funds. The amount of local funds required for capital projects is consistent with the proposed Task Budget 37910000 – Commuter Rail Capital Expense.

Reviewed By: This item is scheduled for review by the Commuter Rail Committee on May 21, 2009.

Responsible Staff: Michael Bair, Interim Director of Transit and Rail
Victoria Baker, Senior Transit Analyst

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
FISCAL YEAR 2009-10 BUDGET
OPERATING SUBSIDY ALLOCATION BY COUNTY
(\$000s)

	Total FY 09-10	LACMTA Share	OCTA Share	RCTC Share	SANBAG Share	VCTC Share
Expenses						
Train Operations & Services	\$104,748.6	\$54,168.9	\$23,663.1	\$8,139.7	\$13,728.7	\$5,048.2
Maintenance-of-Way	27,271.0	16,009.7	5,219.6	775.2	3,537.6	1,728.9
Administration & Services	20,716.7	10,431.2	3,789.0	2,118.0	2,194.8	2,183.8
Insurance	16,488.4	8,589.7	3,884.5	1,279.4	2,072.2	662.6
Total Expenses Incl. MOW	\$169,224.7	\$89,199.5	\$36,556.2	\$12,312.3	\$21,533.2	\$9,623.5
Revenues						
Gross Farebox	79,173.8	42,012.0	18,069.2	5,654.8	10,796.3	2,641.5
Dispatching	2,992.3	1,513.9	953.1	31.2	111.2	382.9
Other Operating	1,572.7	938.7	290.9	123.4	155.7	64.1
Maintenance-of-Way	11,099.0	7,070.1	2,178.7	0.0	1,116.0	734.2
Total Revenues	\$94,837.8	\$51,534.7	\$21,491.9	\$5,809.4	\$12,179.2	\$3,822.6
Total County Allocation	\$74,387.0	\$37,664.8	\$15,064.3	\$6,502.9	\$9,354.0	\$5,800.9
FY 2008-09 Budget	77,588.7	39,655.1	16,110.0	6,838.5	9,058.5	5,926.5
Increase/(Decrease)	(3,201.7)	(1,990.3)	(1,045.7)	(335.6)	295.5	(125.6)
Percentage Change	(4.13%)	(5.02%)	(6.49%)	(4.91%)	3.26%	(2.12%)

TABLE 4.1-2
SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
FY2009-10 BUDGET

REHABILITATION/RENOVATION PROJECTS: NEW PROJECTS (\$000's)

No Line	Project(s)	Total Budget	Remaining Budget	Member Provided Funds (1)(2)						SCRRA Direct Funds					
				LACMTA	LACMTA Repayment (\$)	OCTA	RCTC	RCTC Repayment	SANBAG	SANBAG Repayment (\$)	VCTC	UPRR	Lease	State	Federal
1a	Ventura (Ventura Co) Bridge Program	584.0	584.0	-	-	-	-	-	-	-	584.0	-	-	-	-
1b	Ventura (Ventura Co) Signal Program	583.3	583.3	-	-	-	-	-	-	-	583.3	-	-	-	-
2a	Ventura (LA Co) Track Program	2,002.0	2,002.0	2,002.0	-	-	-	-	-	-	-	-	-	-	-
2b	Ventura (LA Co) Bridge Program	225.0	225.0	225.0	-	-	-	-	-	-	-	-	-	-	-
2c	Ventura (LA Co) Signal Program	1,421.3	1,421.3	1,421.3	-	-	-	-	-	-	-	-	-	-	-
3a	Valley Track Program	1,816.1	1,816.1	1,816.1	-	-	-	-	-	-	-	-	-	-	-
3b	Valley Signal Program	2,143.4	2,143.4	2,143.4	-	-	-	-	-	-	-	-	-	-	-
4a	San Gabriel Track Program	4,181.8	4,181.8	4,181.8	-	-	-	-	-	-	-	-	-	-	-
4b	San Gabriel Signal Program	1,818.0	1,818.0	1,818.0	-	-	-	-	-	-	3,251.8	360.0	-	-	-
5a	Pasadena Track Program	122.7	122.7	122.7	-	-	-	-	-	-	647.2	-	-	-	-
5b	Pasadena Signal Program	320.6	320.6	320.6	-	-	-	-	-	-	-	-	-	-	-
6a	Orange Track Program	548.4	548.4	548.4	-	457.6	68.8	-	-	-	-	-	-	-	-
6b	Orange Signal Program	14,919.3	14,919.3	14,919.3	-	-	14,919.3	-	-	-	-	-	-	-	-
7a	River Track Program	1,501.3	1,501.3	402.1	-	-	187.3	94.0	-	-	-	60.8	653.4	-	-
7b	River Signal Program	45.4	45.4	21.6	-	-	9.0	5.0	-	-	-	3.3	-	-	-
8a	Riverside County Rail Grinding Program	1,670.0	1,670.0	1,670.0	-	-	-	1,670.0	-	-	-	-	-	-	-
8b	System Rolling Stock Rehab/Replacement	50.0	50.0	23.8	-	-	9.9	8.8	-	-	-	7.2	-	-	-
8c	System ACE Lease to Support Rehab Program	4,000.0	4,000.0	1,428.0	-	-	564.4	333.3	-	-	-	431.6	-	-	-
8d	System Vehicles	28.2	28.2	13.9	-	-	5.8	3.2	-	-	-	4.2	-	-	-
8e	System San Bernardino Interlocker	500.0	500.0	237.7	-	-	98.9	56.5	-	-	-	71.9	-	-	-
8f	System MOW Facility	100.0	100.0	48.4	-	-	11.8	5.7	-	-	-	34.1	-	-	-
8g	System FTS Upgrade	2,000.0	2,000.0	163.7	-	-	692.3	388.6	-	-	-	503.6	-	-	-
8h	System TMM Rehab & Replacement	2,000.0	2,000.0	2,000.0	-	-	-	-	-	-	-	251.6	-	-	-
8i	System Upgrade Replacement of SB Interlocker	474.4	474.4	223.5	-	-	93.6	52.7	-	-	-	68.3	-	-	-
8j	System Upgrade Engineering & Microwave System Design	200.0	200.0	96.9	-	-	23.6	11.4	-	-	-	68.1	-	-	-
8k	System MOW Equipment	920.4	920.4	437.5	-	-	182.1	102.2	-	-	-	132.4	-	-	-
8l	System Facilities Rehabilitation	1,450.0	1,450.0	426.9	-	-	385.7	218.6	-	-	-	280.8	-	-	-
8m	System	1,029.9	1,029.9	524.3	-	-	218.2	122.5	-	-	-	158.7	-	-	-
Total New Rehab/Renov		46,727.8	46,727.8	15,840.0	457.8	3,068.8	-	5,737.9	360.0	2,080.0	655.4	1,000.0	-	-	-
Total Ongoing and New Rehab/Renov		133,388.2	79,897.1	28,895.1	737.4	21,334.8	4,770.0	89.1	12,181.7	458.4	3,114.4	1,180.2	2,397.3	2,543.9	2,897.9

(1) LACMTA funds are 100% Local; OCTA, SANBAG, SANBAG Repayment, and RCTC Repayment funds are 20% Local, 80% Federal. RCTC, and VCTC funds are 100% Federal.
 (2) Member provided funds include Federal American Recovery and Reinvestment Act of 2009 (ARRA) funds of \$1,670,000 RCTC, \$2,187,942 SANBAG and \$580,000 VCTC.
 (3) In FY2008-10 LACMTA has agreed to fund \$457,800 of OCTA's Rehab/Renov obligations as final repayment of advance funding on Kaler Street Yard & Mail Dock at LAUS projects.
 (4) In FY2008-10 SANBAG has agreed to fund \$380,000 of LACMTA's Rehab/Renov obligations as repayment of advance funding on PTC - Upgrade Dispatch Center project.

CRC0905a1-v1b
3520509000

TABLE 4.2
SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
FY2009-10 BUDGET

NEW CAPITAL PROJECTS (\$000's)

Prior Years Project Authorization

No. Project	Total Budget	Remaining Budget	Member Provided Funds (1)					SCRRA Direct Funds		
			LACMTA	OCTA	RCTC	SANBAG	VCTC	Federal	State	Other
1 Eastern Maintenance Facility	48,458.3	13,040.1	6,328.9	2,332.5	1,172.6	3,206.1	-	2,752.5	-	-
2 Pomona Station Improvements	5,215.5	4,149.1	1,398.6	-	-	-	-	-	-	-
3 San Juan Capistrano Passenger Info. System	85.0	69.0	-	69.0	-	-	-	-	-	-
4 Keller Street Yard (2)(3)	11,957.7	9,831.9	380.1	4,152.9	697.7	-	-	-	4,701.1	-
5 Mail Dock at LAUS (2)(16)	24,800.0	23,993.2	-	2,186.2	-	-	-	-	21,800.0	-
6 Orange County Service Expansion	95,000.0	84,636.5	-	84,636.5	-	-	-	-	-	-
7 Sealed Corridor - Design	900.0	255.5	-	-	-	-	-	-	255.5	-
8 Conduit Installation - S.B. County ROW	1,788.0	1,785.2	-	-	-	1,785.2	-	-	-	-
9 Sealed Corridor - San Gabriel Sub.	1,000.0	953.5	-	-	-	953.5	-	-	-	-
10 Fiber Installation (4)(5)(6)	9,090.4	7,361.2	-	-	-	-	-	194.2	7,167.0	-
11 Tunnel 23 Intrusion Detection (4)	3,000.0	2,994.1	-	-	-	-	-	-	2,994.1	-
12 Prop 18 - Swing Gates & Fencing (4)	1,489.1	1,454.2	-	-	-	-	-	-	1,454.2	-
13 Antelope Valley Improvements	1,100.0	704.4	704.4	-	-	-	-	-	-	-
14 Vincent Grade/Action 2nd Platform	650.0	524.5	524.5	-	-	-	-	-	-	-
15 Positive Train Control	5,637.5	5,403.8	3,288.9	808.6	453.7	588.2	294.0	-	-	-
16 Automatic Train Stop	1,188.8	1,090.0	613.4	326.5	-	121.7	25.3	-	-	-
17 Electronic Efficiency Testing System	400.0	400.0	180.0	76.2	44.4	57.8	28.8	-	-	-
18 Purchase/Rebuild Used Locomotives	46,272.7	8,052.5	947.6	7,104.9	-	-	-	-	-	-
19 Rolling Stock Procurement	217,449.9	128,718.0	15,015.1	94,015.2	4,568.8	-	-	-	-	13,117.9
20 15 Locomotive AESIS Devices (7)	109.8	109.8	-	-	-	-	-	-	109.8	-
21 Forward Facing Cameras (4)	380.0	375.4	-	-	-	-	-	-	375.4	-
22 Prop 18 - Rolling Stock Spare Parts (3)	2,500.0	2,500.0	-	-	-	-	-	-	2,500.0	-
23 Prop 18 - SANBAG Rail Cars (3)	5,500.0	5,500.0	-	-	-	-	-	-	5,500.0	-
24 Inward Facing Cameras	402.0	399.2	399.2	-	-	-	-	-	-	-
Total Prior Years Project Authorization	485,272.4	302,696.3	29,769.8	199,026.7	6,938.3	6,712.3	348.2	2,938.7	48,857.0	13,117.9

FY2009-10 Project Authorization

No. Project	Total Budget	Remaining Budget	Member Provided Funds (1)					SCRRA Direct Funds		
			LACMTA	OCTA	RCTC	SANBAG	VCTC	Federal	State	Other
25 Keller Street Yard (8)	2,558.0	2,558.0	-	-	780.0	636.0	850.0	-	-	-
26 Sealed Corridor - San Gabriel Subdivision	500.0	500.0	-	-	-	500.0	-	-	-	-
27 Antelope Valley Improvements	4,000.0	4,000.0	4,000.0	-	-	-	-	-	-	-
28 Vincent Grade/Action 2nd Platform	2,500.0	2,500.0	2,500.0	-	-	-	-	-	-	-
29 Positive Train Control (8)	17,825.5	17,825.5	5,015.5	1,234.5	4,785.8	4,310.0	2,480.0	-	-	-
30 RCTC Rail Cars	13,300.0	13,300.0	-	-	13,300.0	-	-	-	-	-
Total FY2009-10 Project Authorization	40,881.5	40,881.5	11,515.5	1,234.5	16,845.8	5,846.0	3,440.0	-	-	-

No. Project	Total Budget	Remaining Budget	Member Provided Funds (1)					SCRRA Direct Funds		
			LACMTA	OCTA	RCTC	SANBAG	VCTC	Federal	State	Other
Total Project Authorization (Prior + Current)	525,853.9	343,577.5	41,274.3	197,261.1	25,783.9	12,358.3	3,788.2	2,938.7	48,857.0	13,117.9
31 Annual Contribution - Reserves for Rolling Stock	315.6	315.6	-	-	-	315.6	-	-	-	-
Total New Capital Budget	526,239.5	343,893.1	41,274.3	197,261.1	25,783.9	12,673.9	3,788.2	2,938.7	48,857.0	13,117.9

- (1) Member Provided Funds are a mix of Local, State, and Federal Funds.
 (2) OCTA funded the Keller Street and Mail Dock projects 100% with the understanding that other Members' shares will be funded through other Capital projects over 5 years.
 (3) State funding is award of Prop 18 FY 2007-08 Transit funds.
 (4) State funding is award of Prop 18 FY 2007-08 Safety/Security funds.
 (5) State funding is award of Prop 18 FY 2007-08 Inland Rail funds.
 (6) Federal funding is award of FY 2005-06 Transit Security Grant Program funds.
 (7) State funding is award of South Coast Air Quality Management District (SCAQMD) grant in FY 2007-08.
 (8) Member provided funds are Federal American Recovery and Reinvestment Act of 2008 (ARRA) funds.

-
- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies
-

Minute Action

AGENDA ITEM: 4

Date: May 21, 2009

Subject: Extension of Metrolink Service to the San Bernardino Transit Station at "E" Street

Recommendation:* Select the double track extension of Metrolink service to the San Bernardino Transit Station at "E" Street as the preferred alternative.

Background: As part of the San Bernardino to Redlands Corridor Regionally Significant Transportation Investment Study and Environmental Analysis a series of transit alternatives are to be considered. One of the alternatives involves extending the existing Metrolink service, which currently ends at the San Bernardino Santa Fe Depot, to the proposed San Bernardino Transit Station located at "E" Street. Another alternative involves extending the proposed Redlands transit service to the San Bernardino Santa Fe Depot. As part of the study, the two alternatives are compared against a No Build alternative which would leave Metrolink service at the depot and terminate the Redlands service at "E" Street.

SANBAG staff, SANBAG rail consultant, SCS, and the study consultant, STV, have discussed these two alternatives extensively and are of the opinion that a decision on a preferred alternative for the 1st mile needs to be made early in the study phase. STV and its subconsultants have reviewed the implications of the two alternatives with respect to operating characteristics, ridership and construction cost. STV will be presenting the conclusions of this in-depth review.

*

Approved
Commuter Rail Committee

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

In order to give the Committee the most information prior to the meeting, staff is attaching a brief report on the results of the ridership forecast as well as a copy of the STV PowerPoint Presentation.

There is no doubt that extending the Metrolink service would make the proposed San Bernardino Transit Station a truly multi-modal transit facility – incorporating local bus, *sbX* (bus rapid transit), Redlands light rail and commuter rail services at one location. This arrangement would provide the greatest convenience for persons choosing public transit as an alternative for travel in that it limits the number of transfers between the various forms of transit service available. It would also serve as a catalyst for higher density mixed used transit supportive development in the downtown district – a goal that is supported by SANBAG, Omnitrans and the City of San Bernardino.

From an operations perspective, it has been determined that the extension of Metrolink service would, because of the peak period train frequencies and opposing train moves, require double track between the depot and the transit station. The extension of Metrolink service would also require the construction of additional platforms (connected with a pedestrian undercrossing) and storage tracks. Conversely, the extension of the Redlands service to the depot could be accommodated with just the single track that has already been reconstructed, but would require the construction of a platform and double track at the depot location.

The results of the ridership modeling do not show a significant difference between the alternatives. In the attached report on ridership forecasts it is important to understand that the No Build Alternative does not provide for a direct rail connection between the proposed Redlands light rail and Metrolink commuter rail services. Such a connection is provided for, but it is with a local bus route. It is also important to note that the ridership forecast year is 2015 the anticipated opening year for the Redlands service. In contrast to the Federal Transit Administration (TFA) New Starts program, which allows project sponsors to prepare ridership forecast for the horizon year (2030), the Small Starts program requires project sponsors to forecast ridership for the opening year. The use of opening year ridership forecasts does not allow for the consideration of longer term changes in land use surrounding the proposed stations that would certainly have a positive effect on the system's ridership. Having said that, each alternative would increase total daily transit boardings (unlinked trips) by over 1,250 and linked trips (new riders) by 150.

The estimated cost for the alternatives is included in the second to the last slide of the attached PowerPoint presentation. On this slide the Baseline alternative represents the extension of Metrolink service to the Transit Station using single track which has been determined to be not operationally feasible. The extensions of the Redlands service to the depot, either single or double track options, result in construction cost estimates that exceed the \$250 million total project threshold required under the current FTA Small Starts Program. The selection of either of these alternatives would require that the Redlands project be submitted under the FTA New Starts Program – a much more competitive program focusing on investments in much larger urban areas throughout the nation. The Metrolink double track extension alternative, while the most expensive alternative with an estimated cost of \$41.4 million, would be segregated from the Redlands project as a separate and distinct project.

Staff is recommending the selection of the Metrolink double track extension to the San Bernardino Transit Station as the preferred alternative for the following reasons:

- From a public transit connectivity context, the Metrolink extension provides for the interface of four transit modes; local bus, *sbX* (bus rapid transit), Redlands light rail and Metrolink commuter rail, at one location and eliminates the requirement for multiple transfers using various transit modes.
- The extension of the Metrolink service provides the synergy that is necessary to develop higher density mixed use transit supportive development in the vicinity of the San Bernardino Transit Station – a goal shared by SANBAG, Omnitrans and the City of San Bernardino.
- The extension of Metrolink service provides independent utility and can be excluded from the cost of the proposed Redlands rail service, which must not exceed the Small Starts project threshold of \$250 million. It also sets the western terminus of the proposed Redlands service as the San Bernardino Transit Station.
- The selection of the double track Metrolink extension is a project that was provided for in the Measure I 2010-2040 Strategic Plan adopted by the Board in April 2009.

Financial Impact: With the Board's selection of the double track extension of Metrolink service to the San Bernardino Transit Station, staff will begin the process of identifying funding for the project. Likely revenue sources will include FTA formula funds that have been (estimated to be \$10 million) and will likely continue to be made

available for rail capital projects, current Measure I uncommitted Commuter Rail funds (estimated to be \$10 million), and future 2010-2040 Measure I Commuter Rail funds or other financing means.

Reviewed By: This item will be reviewed by the Commuter Rail Committee on May 21, 2009.

Responsible Staff: Michael Bair, Interim Director of Transit and Rail Programs



HEXAGON TRANSPORTATION CONSULTANTS, INC.

Redlands Rail Alternatives Analysis

Ridership Forecasts for Metrolink/Redlands Rail Interface Locations

Prepared in association with:

STV Incorporated

Prepared for:

SANBAG

May 14, 2009

Hexagon Office: 14005 Palawan Way #212

Marina del Rey, CA 90292

Contact: Eric Bierce

Phone: 310.578.8461

Hexagon Job Number: 08JH07

Prime Consultant: STV Incorporated

Contact: Eugene Kim

Client Name: SANBAG

Contact: Mike Bair

Overview

Local agencies in the East San Bernardino Valley area of San Bernardino County face an important decision regarding the location of the terminal station for Metrolink service in the City of San Bernardino. The current terminal station is located at the historic Santa Fe Depot, ½ mile west of I-215 and one mile west of downtown San Bernardino and planned location of the new San Bernardino Transit Station.

The new Transit Station will serve as a transfer point for over a dozen local, express, and regional bus routes serving the East San Bernardino Valley. It will also serve two new premium transit services that are currently in the planning and design phases: the sbX E Street Corridor Bus Rapid Transit (BRT); and the Redlands Rail Corridor, which is planned to connect downtown San Bernardino to downtown Redlands and Redlands University via an existing rail corridor – the Redlands Subdivision.

Given the consolidation of transit services and multi-modal transfer opportunities at the new San Bernardino Transit Station, this location would appear to be an ideal place to terminate Metrolink services and to provide an interface with the Redlands Rail line. However, costs are also an important consideration, and the cost of extending Metrolink to the Transit Station will be substantial. The decision of where to terminate Metrolink services and provide transfer opportunities will be based largely on an assessment of the transit ridership benefits and the capital costs of the alternatives.

Alternatives Studied

The purpose of this document is to analyze and summarize the transit ridership impacts of the decision to provide a Metrolink/Redlands Rail interface at either of these two locations. This document summarizes the results of travel demand model runs used to forecast transit ridership on the Metrolink, Redlands Rail, sbX and local bus services under three alternatives: the no Build Alternative; the Transit Station Alternative; and the Santa Fe Depot Alternative.

- **No Build Alternative** – leave the Metrolink terminal at its existing location at the Santa Fe Depot and construct Redlands Rail line as currently planned to provide service between the San Bernardino Transit Station and Redlands University. This alternative would not provide direct transfer opportunities between Metrolink and Redlands Rail, sbX and local bus services. The only local bus service providing access to Metrolink would be Omnitrans Route 1, as per existing operations. All other transfer opportunities would be available at the Transit Station.
- **Transit Station Alternative** – extension of Metrolink services to the new San Bernardino Transit Station to provide direct transfer opportunities between Metrolink and Redlands Rail, sbX and local bus services.
- **Santa Fe Depot Alternative** – leave the Metrolink terminal at its existing location at the Santa Fe Depot and connect to downtown via an extension of the Redlands Rail route from the Transit Station to the Santa Fe Depot. All transfer opportunities except Metrolink would be available at the Transit Station.

The Transit Station and Santa Fe Alternatives are designed to be identical except for the location of the interface between Metrolink and the Redlands Rail route. This will allow us to isolate the impacts of the station location choice from any outside factors. The No Build Alternative is included to allow us to measure the ridership benefit of either of the Build alternatives.

All three of these alternatives are analyzed assuming year 2015 conditions for land use and infrastructure development, as forecast by SCAG and SANBAG. This analysis year was chosen as the earliest conceivable date that all of the elements of the system could be in operation.

Forecasting Methodology

Travel demand forecasts are used to estimate future transit ridership on various network alternatives and land use alternatives, and to assess the relative benefits of the alternatives. The travel forecasts are estimated using a travel demand model that is calibrated to replicate existing travel demand in the study

area. The San Bernardino Valley Travel Model (SBVM) was developed for the purpose of creating travel demand forecasts of transit ridership in the San Bernardino Valley.

The transportation networks modeled for the Station Area Plans assumes that the highway and transit systems in the San Bernardino Valley will be developed according to plans currently under development by SCAG, SANBAG, Omnitrans, Metrolink, and other jurisdictions in the study area.

Ridership Forecasts

Transit ridership can be reported as either linked trips or unlinked trips. Linked trips are trips made for a purpose from an origin point to a destination point. Linked transit trips can include the use of more than one transit vehicle. Unlinked trips are associated with the in-vehicle portion of transit travel on individual transit vehicles. In general, a linked transit trip with one transfer will include two unlinked transit trips. Linked trips are used to compare the total number of trips, and new trips, associated with a transit alternative. Unlinked trips are used to describe the relative amount of activity on transit routes in a transit alternative.

Unlinked Trips

Table 1 displays the unlinked transit trips (boardings) for each of the transit routes serving either of the terminal station locations. The data in this table shows that both of the build alternatives (Santa Fe and Transit Station) attract approximately 1,250 additional boardings, as compared to the No Build Alternative.

Table 1
Unlinked Transit Ridership for Metrolink/Redlands Interface

Operator/Mode	Alternative				
	No Build	Santa Fe Depot	Difference (vs. No Build)	Transit Station	Difference (vs. No Build)
Metrolink	18,026	18,408	382	18,792	766
Redlands Rail	3,407	4,490	1,083	3,685	278
E Street sbX	5,759	5,879	120	6,114	355
Omnitrans Local	27,912	27,562	(350)	27,753	(159)
Other (MARTA)	659	661	2	675	16
Total	55,763	57,000	1,237	57,019	1,256

Table 1 also shows that in the Santa Fe Depot Alternative all of the premium services (Metrolink, Redlands Rail and sbX) attract more unlinked transit trips than in the No Build Alternative. Redlands Rail attracts the greatest number of additional boardings, which is expected since the Santa Fe Depot Alternative extends the Redlands Rail alignment by one station. Local bus ridership is decreased by 350 daily riders in the Santa Fe Alternative, as some local bus paths are replaced by more attractive transit paths on the premium services. The majority of the decrease in local bus trips is on Omnitrans Route 1, which provides the only connection between the two station locations in the No Build.

This table also shows that in the Transit Station Alternative, once again, all of the premium services attract more unlinked transit trips than in the No Build Alternative. Metrolink attracts the majority of additional boardings, which is expected since the Transit Station Alternative extends the Metrolink alignment by one station. Local bus ridership is decreased by 159 daily riders in the Transit Station Alternative, as some local bus paths are replaced by more attractive transit paths on the premium services. Once again, the majority of the decrease in local bus trips is on Omnitrans Route 1.

The data in Table 1 shows that all of the operators except Redlands Rail attract more unlinked transit trips (boardings) with the Transit Station Terminal location. This is the expected result, given the transfer opportunities provided by extending Metrolink to the Transit Station. However, the total unlinked trips are virtually identical in both build alternatives.

Further analysis of the transit assignment shows that in the Santa Fe Depot alternative, 883 daily passengers transfer between Redlands Rail and Metrolink, compared with 442 daily transfers in the Transit Station alternative.

Linked Trips

Table 2 displays the total linked transit trips by residents of the eastern San Bernardino Valley. These residents account for the vast majority of the market for the transit routes that operate at the two alternative interface locations. The data in this table shows that both build alternatives will attract approximately 150 new transit riders in the study area.

Table 2
Linked Transit Ridership for Eastern San Bernardino Valley

Alternative				
No Build	Santa Fe Depot	Difference (vs. No Build)	Transit Station	Difference (vs. No Build)
34,032	34,191	159	34,186	154

The number of new transit riders generated by either of the build alternatives is very small (approximately 150 new trips) compared to the number of additional boardings (approximately 1,250). This result shows that most of the benefit of either of the build alternatives will be for existing transit riders, who have a new and better path choice as a result of having a more convenient transfer location for their transit trip.

As with unlinked transit trips, Table 2 also shows that the total number of transit trips by residents of the eastern San Bernardino Valley will be nearly identical, regardless of the interface station location. The model-generated result that the total unlinked trips are virtually identical in both build alternatives was not expected, since we expected that the consolidated transfer location to benefit the overall system. The reason for this unexpected result is that the only transit riders who benefit from the extension of Metrolink from Santa Fe to the Transit Station are Metrolink riders, and the primary market for Metrolink trips is peak period commuters making home-based work trips. Transit riders for the other trip purposes don't perceive any benefit from the Metrolink extension to the Transit Station, since Metrolink doesn't serve the destinations that they need. Transit ridership by trip purpose is displayed in Table 3.

Also, the majority of Metrolink riders drive to Metrolink stations, so they do not perceive any benefit from the transfer opportunities offered by extending Metrolink to the Transit Station. We had expected the ridership forecasts to show the Santa Fe Depot Alternative having a higher transfer rate than the Transit Station Alternative (because of the forced transfer to get from sbX and most local bus routes to Metrolink in the Santa Fe alternative), but this was not the case. Since both the total number of linked trips and unlinked trips are virtually the same in both alternatives, the transfer rate is also the same.

Table 3
Linked Transit Ridership by Trip Purpose and Time Period

Operator/Mode	Alternative						Difference
	Santa Fe Depot			Transit Station			
	Peak	Off-Peak	Daily	Peak	Off-Peak	Daily	
Home-Based Work	12,341	3,455	15,796	12,389	3,450	15,839	43
Home-Based Other	3,312	6,321	9,633	3,302	6,300	9,602	(32)
Work-Based Other	592	1,290	1,882	591	1,288	1,878	(3)
Other-Based Other	1,303	1,620	2,923	1,300	1,617	2,917	(6)
Home-Based School	2,369	1,588	3,957	2,365	1,585	3,950	(7)
Total	19,917	14,274	34,191	19,947	14,240	34,186	(5)

Summary

In summary, both build alternatives (extending Metrolink to the San Bernardino Transit Station and extending Redlands Rail to the Santa Fe Depot) will attract approximately 150 new transit riders and approximate 1,250 additional transit boardings.

The only transit riders who benefit from extending Metrolink to the new Transit Station are Metrolink riders who either live in downtown San Bernardino, or who are willing to use another transit mode to access Metrolink. Given the demographics of Metrolink users, this is a small market.

The travel model indicates that the transit riders who will benefit from extending the Redlands Rail route from the new Transit Station to the Santa Fe Depot (people with destinations near the Santa Fe Depot) will offset the Metrolink riders.

This analysis means that the ridership benefit for extending Metrolink to the Transit Station is virtually the same as the ridership benefit for extending Redlands rail to the Santa Fe Depot.



Comparison of 1st Mile Connection Alternatives

Briefing

May 21, 2009

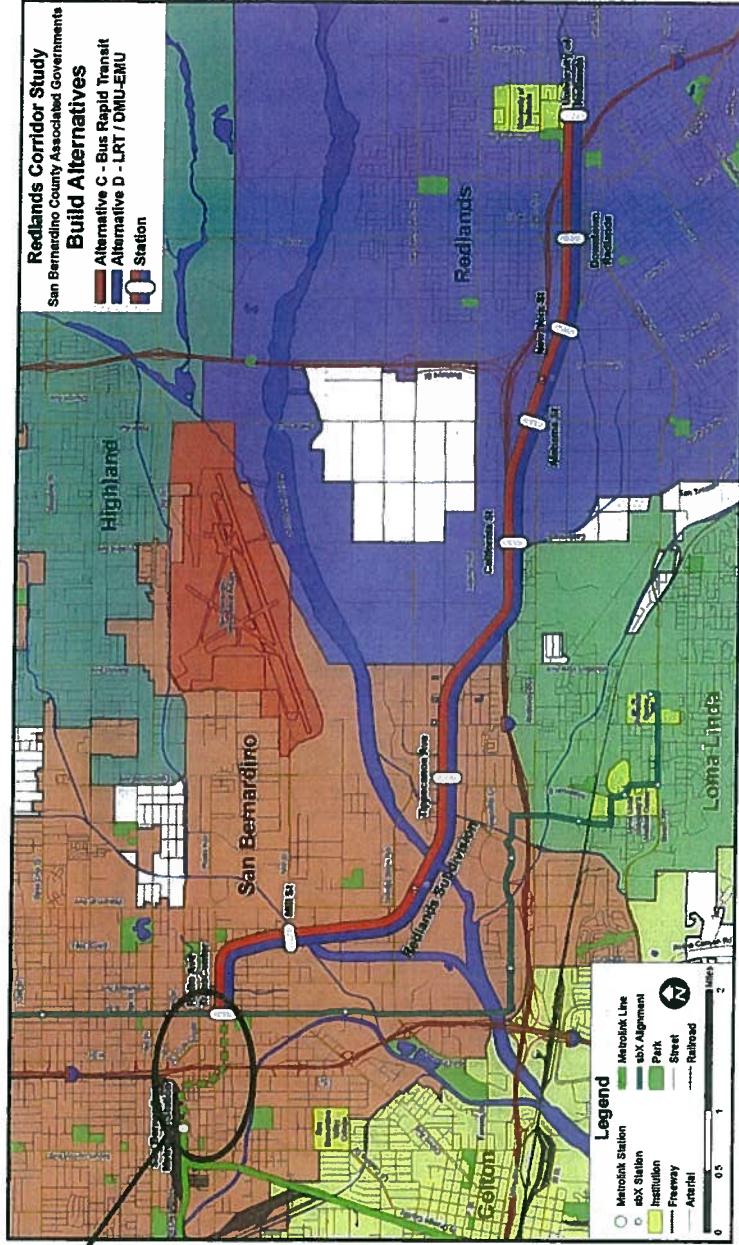
SANBAG Commuter Rail Committee

Agenda

- Overview & Objective
- Pros & Cons
- Ridership Forecasts
- Capital Costs
- Comparison of Alternatives
- Recommendations

1st Mile Segment

The 1st mile segment is the connection between the Santa Fe Depot and the planned San Bernardino Transit Station at E Street / Rialto Ave.



- Baseline – Redlands to E Street, Metrolink to E Street (Single Track)
- Alternative 1 – Redlands to Depot (Single Track)
- Alternative 2 – Redlands to Depot (Double Track)
- Alternative 3 – Metrolink to E Street (Double Track)

Objective: inform decision making on whether to take Metrolink to the SB Transit Station or take Redlands Rail to the Santa Fe Depot

Can Metrolink be extended to SB Transit Station on a single track?

- **Operational issues**
 - Short turn times
 - Conflict between north and southbound trains (between EAMF and Depot)
 - Too much train congestion
- **Design Implication:** double tracking along the 1st mile is needed to extend Metrolink to SB Transit Station

Redlands to SB Transit Station versus Santa Fe Depot: Pros and Cons

Options		PROS	CONS
Metrolink to SB Transit Station		<ul style="list-style-type: none"> ✓Provides connections between Metrolink, Redlands, sbX and local bus ✓Metrolink extension costs separate from Redlands Rail project costs 	<ul style="list-style-type: none"> ✓2 platforms + underground Xing costly ✓Metrolink to Transit Station costliest of three options
Redlands to Depot		<ul style="list-style-type: none"> ✓Slightly higher ridership on Redlands Rail compared to Transit Station option ✓Less costly than Metrolink to Transit Station 	<ul style="list-style-type: none"> ✓Connection from most local bus routes to Metrolink is a two transfer trip from Transit Station ✓Lose single connection point for Metrolink, Redlands, sbX and local bus

Question: *Is there a benefit to having a consolidated transfer location at the SB Transit Station?*

All build options provide transit ridership benefits

Alternatives	Linked Trips	Unlinked Trips
No Build	34,032	55,763
SB Transit Station	34,186	57,019
Santa Fe Depot	34,191	57,000

Key takeaway: Most transit benefits would be observed by existing riders, relatively few new transit riders attracted by either option.



Total unlinked trips are identical for both 1st Mile alternatives

Operator	Transcenter	Depot	Difference
Metrolink	18,792	18,408	-384
Redlands Rail	3,685	4,490	+805
sbX	6,114	5,879	-235
Omnitrans local	27,753	27,562	-191
Other (MARTA)	675	661	-14
TOTAL	57,019	57,000	-19

Key takeaway: Extending Redlands to the Depot results in more ridership for Redlands, but no increase in transit ridership overall.

All build options increase number of transfers to Rail Systems

		Option		
		No Build	Transcenter	Santa Fe Depot
Metrolink Transfers				
	at Santa Fe Depot	442	106	885
	at Transit Station	n/a	1,116	n/a
Redlands Rail Transfers				
	at Santa Fe Depot	n/a	n/a	1,240
	at Transit Station	1,884	2,166	2,162

Note: Includes transfers to and from all other bus and rail transit routes.

Extending Metrolink to the SB Transit Station the costliest 1st mile alternative

Options	Cost of University to E Street	Cost of 1 st Mile Extension	Overall Cost – University to Depot
Baseline Redlands Rail (single track)	\$240.8M	\$32.5M	\$273.3M
Option 1: Redlands 1 Track to Depot *	\$240.8M	\$15.4M	\$256.2M**
Option 2: Redlands 2 Tracks to Depot *	\$240.8M	\$24.6M	\$265.4M**
Option 3: Metrolink 2 Tracks to SB Transit Station	\$240.8M	\$41.4M	\$282.2M

* Options 1 & 2 cannot be excluded from the Redlands project costs; Option 3 can be excluded

** Extending Redlands to Depot would likely exceed \$250M, making it ineligible for the FTA Small Starts program under current eligibility criteria

Comparison of 1st Mile Alternatives

KEY CRITERIA	Metrolink to SB Transit Station		Redlands to Santa Fe Depot	
System Connectivity	++	+ N - --	++	+ N - --
Capital Cost	++	+ N - --	++	+ N - --
Ridership	++	+ N - --	++	+ N - --
Community Goals	++	+ N - --	++	+ N - --
Operations	++	+ N - --	++	+ N - --

Extending Redlands Rail to the Santa Fe Depot may jeopardize eligibility for the FTA Small Starts program

This list provides information on acronyms commonly used by transportation planning professionals. This information is provided in an effort to assist SANBAG Board Members and partners as they participate in deliberations at SANBAG Board meetings. While a complete list of all acronyms which may arise at any given time is not possible, this list attempts to provide the most commonly-used terms. SANBAG staff makes every effort to minimize use of acronyms to ensure good communication and understanding of complex transportation processes.

AB	Assembly Bill
ACE	Alameda Corridor East
ACT	Association for Commuter Transportation
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
APTA	American Public Transportation Association
AQMP	Air Quality Management Plan
ARRA	American Recovery and Reinvestment Act
ATMIS	Advanced Transportation Management Information Systems
AVL	Automatic Vehicle Location
BAT	Barstow Area Transit
CALACT	California Association for Coordination Transportation
CALCOG	California Association of Councils of Governments
CALSAFE	California Committee for Service Authorities for Freeway Emergencies
CALTRANS	California Department of Transportation
CARB	California Air Resources Board
CC	Closed Circuit TV
CEQA	California Environmental Quality Act
CHP	California Highway Patrol
CMAQ	Congestion Mitigation and Air Quality
CMIA	Corridor Mobility Improvement Account
CMP	Congestion Management Program
CMS	Changeable Message Sign
CNG	Compressed Natural Gas
COG	Council of Governments
CSAC	California State Association of Counties
CTA	California Transit Association
CTAA	Community Transportation Association of America
CTC	California Transportation Commission
CTC	County Transportation Commission
CTP	Comprehensive Transportation Plan
DBE	Disadvantaged Business Enterprise
DEMO	Federal Demonstration Funds
DOT	Department of Transportation
EA	Environmental Assessment
E&D	Elderly and Disabled
E&H	Elderly and Handicapped
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency
EPW	Senate Committee for Environment and Public Works
FEIS	Final Environmental Impact Statement
FHWA	Federal Highway Administration
FSP	Freeway Service Patrol
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
GFOA	Government Finance Officers Association
GIS	Geographic Information Systems
GPS	Global Positioning System
HOV	High-Occupancy Vehicle
ICTC	Interstate Clean Transportation Corridor
IEEP	Inland Empire Economic Partnership

ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
IIP/ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation Systems
IVDA	Inland Valley Development Agency
JARC	Job Access Reverse Commute
LACMTA	Los Angeles County Metropolitan Transportation Authority
LLP	Longer Life Pavement
LNG	Liquefied Natural Gas
LTF	Local Transportation Funds
MAGLEV	Magnetic Levitation
MARTA	Mountain Area Regional Transportation Authority
MBTA	Morongo Basin Transit Authority
MDAB	Mojave Desert Air Basin
MDAQMD	Mojave Desert Air Quality Management District
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MSRC	Mobile Source Air Pollution Reduction Review Committee
MTP	Metropolitan Transportation Plan
NAT	Needles Area Transit
NEPA	National Environmental Policy Act
OA	Obligation Authority
OCTA	Orange County Transportation Authority
OWP	Overall Work Program
PA&ED	Project Approval and Environmental Document
PASTACC	Public and Specialized Transportation Advisory and Coordinating Council
PDT	Project Development Team
PNRS	Projects of Regional Significance
PPM	Planning, Programming and Monitoring Funds
PSE	Plans, Specifications and Estimates
PSR	Project Study Report
PTA	Public Transportation Account
PTC	Positive Train Control
PTMISEA	Public Transportation Modernization, Improvement and Service Enhancement Account
PUC	Public Utilities Commission
PVEA	Petroleum Violation Escrow Account
RCTC	Riverside County Transportation Commission
RDA	Redevelopment Agency
RFP	Request for Proposal
RIP	Regional Improvement Program
RSTIS	Regionally Significant Transportation Investment Study
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agencies
SB	Senate Bill
SAFE	Service Authority for Freeway Emergencies
SAFETEA-LU	Safe Accountable Flexible Efficient Transportation Equity Act – A Legacy for Users
SANBAG	San Bernardino Associated Governments
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCRRA	Southern California Regional Rail Authority
SED	Socioeconomic Data
SHA	State Highway Account
SHOPP	State Highway Operations and Protection Program
SOV	Single-Occupant Vehicle
S RTP	Short Range Transit Plan
STAF	State Transit Assistance Funds
STIP	State Transportation Improvement Program
STP	Surface Transportation Program

TAC	Technical Advisory Committee
TCIF	Trade Corridor Improvement Fund
TCM	Transportation Control Measure
TCRP	Traffic Congestion Relief Program
TDA	Transportation Development Act
TEA	Transportation Enhancement Activities
TEA-21	Transportation Equity Act for the 21 st Century
TI	Transportation and Infrastructure
TMC	Transportation Management Center
TMEE	Traffic Management and Environmental Enhancement
TOC	Traffic Operations Center
TSM	Transportation Systems Management
TSSDRA	Transit System Safety, Security and Disaster Response Account
USFWS	United States Fish and Wildlife Service
VCTC	Ventura County Transportation Commission
VVTA	Victor Valley Transit Authority
WRCOG	Western Riverside Council of Governments

San Bernardino Associated Governments



MISSION STATEMENT

To enhance the quality of life for all residents, San Bernardino Associated Governments (SANBAG) will:

- Improve cooperative regional planning
- Develop an accessible, efficient, multi-modal transportation system
- Strengthen economic development efforts
- Exert leadership in creative problem solving

To successfully accomplish this mission, SANBAG will foster enhanced relationships among all of its stakeholders while adding to the value of local governments.

Approved June 2, 1993
Reaffirmed March 6, 1996